

Continued from second page.

The sum of the decrease in the assessment of taxes in 1882, as compared with 1879, on real and personal property, the assessment in 1879 being made before the reduced reassessment of lands made in 1880 and at the 50 cents rate, while the assessment of 1882 is upon the reduced reassessment of lands at the reduced rate of 40 cents. But on reference to the reports of the state treasury we see that its receipts in 1879, including \$61,000 tax on coupons, were only \$2,419,899.07, while for 1882, excluding all incidental revenue, the receipts were \$2,718,454.65.

The decrease in the taxes on lands was \$18,778.66; on personal property, \$11,454.91—making a total of \$30,233.57 in reduction of those general taxes which bear most heavily on the people. To-day your taxes are lower by 20 cents in the dollar; your lands are at a greatly reduced assessment for taxation; your expenses of government are largely reduced; your debt and its interest are equitably adjusted within your easy and certain means of payment, and you have an accumulation in your treasury of \$1,543,712.21. What a difference from the bankrupt and woful condition to which federalism had brought you by financial mismanagement and corruption! Surely the great changes your ballots will maintain!

THE FREE SCHOOLS.
The public free schools of the state were established by mandate of the constitution of 1859; that at the first session of the general assembly held under its provisions a uniform system of public free schools should be provided for to be accomplished by the year 1876, or earlier. Accordingly the legislature in 1870 passed the first school bill, and the system had its first year of practical operation in 1871. That year there were 3,047 schools, of which 769 were colored; 132,088 pupils, of whom 38,376 were colored; 5,084 teachers, of whom 504 were colored, and the expenditures amounted to \$587,472.35. In 1870, under the rule of the funders, with their tax coupons and other results of unwise, if not wicked, legislation, the schools had decreased to 2,418, falling off of 556 schools, of which 89 were colored; the pupils had been reduced to 108,074, a falling off of 23,014, of whom 3,208 were colored; the teachers had diminished to 2,604, a falling off of 580, of whom 24 were colored; and the expenditures had shrunk to \$511,902.63—a falling off of \$75,569.86.

So much for the friendship of the funders for free popular education, as shown by the results of nine years.

In 1879 the readjusters gained their first great victory, and they came into power on the first of January, 1880, as the funders went out. Under readjustment the schools last year were 5,687—an increase of 3,096 over 1879, of which 850 were colored; the pupils, 257,362—an increase of 149,288, of whom 49,560 were colored; the teachers, 4,338—an increase of 3,092, of whom 644 were colored; and the expenditures had grown to \$1,157,142.05—an increase of \$652,239.42.

In the meantime the school term had been lengthened and the average of teachers salaries increased. Now it is to be forgotten that, whereas in many parts of the state school warrants were unmarketable at 50 cents on the dollar, they are to-day as current as greenbacks, except where some funder treasure holds to the old practice, in defiance of all laws of shunting the war-torn and school certificates with school money in his hands.

Of the arrears to the schools, amounting to over \$1,500,000 on the first of January, 1880, not a dollar was ever paid by the funders, and now the readjusters have already paid \$785,000 of these arrears, \$400,000 of this sum being derived from the sale of the state's interest in the Atlantic, Mississippi and Ohio Railway. And let it be remembered that this interest of the state in that railway had been utterly neglected by the funder administration, unless we except an unwise and ill-directed proceeding by the late Attorney-General Field, which resulted in nothing. Even then, the funder administration wholly ignored the interests of the state, direct and indirect, in the greatest of our lines of transportation; at no time did he call legislative attention to the jeopardy in which the road, or suggest any action of rescue or defense, and when the Atlantic, Mississippi and Ohio Railway Company had made a contract with the purchasers of the road that they should pay the state \$800,000 for her interest in it, he, as a member of the board of public works, refused to ratify the bargain and sought to deprive the commonwealth of the money which had been secured to her by the foresight and diligence of others. Of the \$800,000 thus saved to the state (all clear gain), \$400,000 was afterwards voted to the school by the readjusters (as we have said), and by the same authority the remaining \$400,000 was appropriated to the construction of a colored normal school, with an annual salary of \$25,000.

Thus, through readjustment, the free schools from federalism and wonderfully increased and improved; they have been redeemed from the coupons; their arrears are being rapidly liquidated; and every man, woman and child in the commonwealth is sure that not only are our public free schools safe in the hands of the readjusters, but that the readjuster party will never fail in anything that will promote and extend them. We need not ask any father, mother or child of the people which policy toward the schools should be maintained and perpetuated—that of federalism or that of readjustment. The contrast presented in this important matter by the facts and figures is startling, and no citizen of Virginia who desires our school system to prosper will vote to commit it again to the care of federalism. Never!

OUR PROSPERITY.
Many striking contrasts to the condemnation of Bourbon federalism, and to the credit of readjustment, have been called to your attention in our public ways; but while these, in a general way, attest the private relief which always accompanies the deliverance of public affairs from distress and disaster, there are yet other evidences to which we invite your serious consideration.

Since 1879 there have been constructed in Virginia 726 miles of railway (equal to a permanent investment here of full \$21,000,000), an increase of 61 per cent. for the period, and the greatest number of miles of railway built in Virginia during any like pe-

riod since the war; the increase in freight carried has been 2,048,618 tons, or 82 per cent; the increase of the number of passengers carried has been 1,127,995, or 78 per cent, and the gross earnings of the roads have increased \$6,500,000, or 38 per cent. No better gauge of progress, development and betterment can be found than in the railways of a state, and when we see by their statistics that they are not only wonderfully increasing in mileage, but in tonnage, passengers and income, we know that our people are in easy circumstances that enable them to travel, and that it is their surplus productions of mine, field, forest, furnace, factory, &c., both in going out to market and in returning by exchange in increased comforts and luxuries for the homes of the people.

A single instance of growth since 1879 is shown in the cotton statistics of our port at Norfolk, which has become the second cotton port of the whole country. In 1879 the total shipment of cotton from Norfolk was 442,694 bales, of which only 203,586 bales, valued at \$9,143,015, were exported direct by Norfolk merchants. In 1882 we see that the total shipment was 787,362 bales, of which 372,520 bales, valued at \$17,869,682, were shipped direct on account of her own merchants. This is an increase of local expansion in a leading trade of the world, in four years of 85 per cent, upon the article handled.

An emphatic proof of popular ease and general thrift is established by the willingness and capacity of the people to pay their taxes, and thus we find that whereas in 1878 the collectors of state taxes had to distract for or otherwise collect \$1,207,632.32, with 5 per cent, added, in 1882 the sum thus collected was only \$959,319.38. Another item of significance in the same direction is the increase of 9 per cent, in license taxes over those for 1879. That enterprise, capital, and labor among us are aroused to a greater activity than ever, is further demonstrated by the number of charters granted by our courts and filed in the office of the secretary of the commonwealth. In 1879 there were only thirty-one charters thus granted and filed; in 1882 the number was eighty-nine, or nearly three times the number of 1879. Besides, individual enterprise is no less busy, as all of us can see in the rise of new industries on every hand. The aggregate productive values and the aggregate values of all productions in the state have increased vastly since 1879, and that, too, in every section of the commonwealth; while every citizen can attest for himself that he is receiving higher wages for his labor, better prices for his products, of whatever nature, and that the very air is filled with the hum of awakened energy and the light of cheerful content and satisfaction. With her face to the sunset in 1879, Virginia has now turned her face to the morning, and all her population is rejoicing at the new and happy direction her eyes and her feet have taken. The path she has entered upon has already led us out of the wilderness, and if she remain in it and pursue it, all our waste places will blossom as the rose and all hearts will be made glad. Who is ready to leave this path, so strewn with good fruits, and blooming with assured promises? Fellow citizens, we may look back wisely for warning and instruction; but to turn back would be madness and destruction. Readjustment cries "Forward!" Forward, far in the rear of progress, says "Come back!" Your fate and the fate of Virginia depend on your ballots!

THE FREE BALLOT.

Yes, voters of Virginia, it is upon your ballots—your free ballots—that it now wholly depends whether the evil you have escaped shall return, or whether the good that has been accomplished shall be continued, perpetuated and multiplied. All of you now have your suffrage free and unbought, and even you who are able to pay for it, and did pay for it, should be grateful for deliverance from a qualification which put your dearest right at the mercy of partisan assessors and collectors, and conditioned that right upon stipulations that were derogatory to your manhood. But the repeal of the qualification by the readjuster party absolutely enfranchised thousands of white and colored citizens, and those, to whom the ballot-box and the path to it were closed by federalism and now reopened by readjustment, should consider it the proudest privilege of their lives to cast their ballots for the readjuster party. All of us, indeed, should desire free ballots for ourselves and free schools for our children; for even though we may not use the free ballots ourselves, and although our children may not require a free education, yet the ballot and the education should be arms and equipments in time of need. Now is rapidly approaching a time of need for your ballots, and for your own sakes, as well as for your children, let your ballots on the sixth of November bury Bourbonism and federalism forever! As long as these menace you and Virginia there can be neither security nor peace among us. You see it, know it, and so let your votes be cast that readjustment shall be put beyond all peril and inextricably.

WILLIAM MAHONEY,
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Some blood is bad because it is poor and weak. Some is bad because it contains impurities. Some men have such bad blood that the wonder is it does not poison the mosquitoes who come to bite them.

The rich red color of good blood is owing to the iron which is present. Blood which has not enough iron in it is always unsatisfactory. The person in whose veins it circulates cannot be said to enjoy good health.

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Weak, poor, thin blood may be made rich and strong, and impure blood may be purified by the use of that Great Iron Medicine, Brown's Iron Bitters.

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Distillers, Wholesale Liquor Dealers

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MANUFACTURERS OF ALL KIND

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NAVY AND TWISTS,

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Bill Heads, Letter Heads, Note Heads,

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P. O. Box 402,

Wilmington, N. C.

Refer to Editor of this paper,

April 8-1

SEED

ANNUAL

FOR 1883.

Will be published in one volume, containing all the latest and most valuable information for planting and cultivating all the principal crops of the season.

Send for it! D. M. FERRY & CO. DETROIT MICH.

Richmond and Petersburg Railroad Co

COMMENCING Tuesday, November 18th.

Trains on this road will run as follows:

LEAVE RICHMOND—SOUTH

3.16 P. M. Fast Mail, daily, makes through connections for Savannah, St. Louis, and New York.

11.51 A. M. Through mail daily, connecting for Raleigh, Charleston, Augusta, Aiken, Savannah & Jacksonville. Stops at Shops, Chester, Centralia, Drewry's Bluff, on signal. Pullman sleepers on this train between New York and Charleston on this train.

6.30 P. M. Freight daily (except Sunday).

7.30 A. M. Freight daily (except Sundays).

LEAVE PETERSBURG—NORTH

3.35 A. M. Fast mail, daily, stops only at Chester. Pullman sleepers between Charleston and Norfolk, Va.

7.30 A. M. Freight daily, (except Sunday).

3.40 P. M. Through mail, daily, connecting with Richmond, Fredericksburg and Potomac Railroad for all points east and west. Also making connection with Chesapeake and Ohio Railroad for all points north and west. This train stops at Manchester, Chester and Centralia. Pullman sleepers on this train between Charleston and New York.

7.35 P. M. Freight daily (except Sunday).

A direct four hours connection is made between Richmond and Norfolk, by trains leaving Richmond 11.30 A. M. and Norfolk 12.30 P. M.

All trains leaving Petersburg will start from the Appomattox Depot.

J. H. KENLY, Superintendent.

A. POPE, G. P. & T. Agent.

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25 Bais BUNGS.

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Leave Wilmington, (W & W RR) daily at 6.00 p.m. and 4.40 a.m.

Leave Richmond at 4.02 a.m. and 11.13 a.m. and 4.50 p.m.

Arrive at Washington at 10.25 a.m. and 10.45 p.m. and 4.30 p.m.

Arrive at Baltimore at 11.05 noon and 10.45 p.m. and 4.10 a.m.

Arrive at Philadelphia at 12.30 p.m. and 10.10 p.m. and 4.00 a.m.

Arrive at New York at 10.30 p.m. and 11.50 p.m. and 4.00 a.m.

Daily, Sunday excepted.

Pullman Palace Sleeping cars on the 6.40 a.m. train to New York, and on the 10.30 p.m. train to Washington.

C. A. TAYLOR, General Ticket Agent.

E. T. Myers, Gen'l Supt.

Aug 17-1

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June 8-1

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Which he will cut and make to order in the latest styles.

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being sold in this market, notice is hereby

giving to all whom it may concern, that the

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NEW ADVERTISEMENTS.

Wilmington & Weldon R. R.

Company.

OFFICE GENERAL SUPERINTENDENT,

Wilmington, N. C., July 8, 1883.

CHANGE OF SCHEDULE.

On and after July 8, 1883, at 2.00 p.m. Passengers Trains on the W. & W. Railroad will run as follows:

DAY MAIL AND EXPRESS TRAIN

Daily—Nos. 47 North and 48 South.

Leave Wilmington, Front Street Depot at 6.00 A. M.

Arrive at Weldon 12.40 P. M.

Leave Weldon 3.00 P. M.

Arrive at Wilmington, Front St. Depot at 5.40 P. M.

FAST THROUGH MAIL AND PASSENGER TRAIN, Daily—No. 40 South.

Leave Weldon 6.55 P. M.

Arrive at Wilmington, Front Street Depot at 10.25 P. M.

Mail and Passenger Trains, Daily, Nos. 43 North.

Leave Wilmington 8.00 P. M.

Arrive at Weldon 12.30 A. M.

Train No. 40 South will stop only at Weldon, Goldsboro and Magnolia.

Trains on Tarboro Branch Road leave Rocky Mount for Tarboro at 12.00 P. M. and 1.30 P. M. daily. Returning, leave Tarboro at 10.00 A. M. and 3 P. M. daily.

Train on Scotland Neck Branch Road leave Halifax for Scotland Neck at 3.25 P. M. Returning, leave Scotland Neck at 7.30 A. M. daily except Sunday.

Train No. 47 makes close connection at Weldon for all points North Daily. All rail via Richmond, and daily except Sunday via Bay Line.

Train No. 43 runs daily and makes close connection for all points north via Richmond and Washington.

All trains run solid between Wilmington and Washington, and have Pullman Palace Sleepers attached.

For accommodation of local travel a passenger coach will be attached to local freight leaving Wilmington at 5.15 A. M. Daily except Sunday.

JOHN F. DIVINE,

General Supt.

T. M. EMERSON, Gen'l Passenger Agent,

may 13-1

OFFICE GENERAL SUPERINTENDENT,

PETERSBURG RAILROAD COMPANY,

PETERSBURG, VA., Aug. 12, 1883.

COMMENCING SUNDAY, MAY 13, 1883.

